

Recommendation re: Design and Reimbursable Contracts to Upgrade the Runway 9 Instrument Landing System and Runway Visual Range at Lakeland Linder International Airport

The Lakeland Linder International Airport (LLIA) had been successful in obtaining a grant from the Florida Department of Transportation (FDOT) to upgrade the Runway 9 Instrument Landing System (ILS) and Runway Visual Range (RVR) from Category I to a Special Authorization Category II designation in 2018. The grant offer from FDOT had been issued with a project cost of \$2,800,000 with 80% participation by FDOT, or \$2,240,000.

An instrument landing system operates as a ground-based instrument approach system that provides precision lateral and vertical guidance to an aircraft approaching and landing on a runway, using a combination of radio signals and, in many cases, high-intensity lighting arrays to enable a safe landing during instrument meteorological conditions, such as low ceilings or reduced visibility due to fog or rain. There are three categories of ILS equipment which support similarly named categories of approach/landing operation, known as CAT I, II, and III. The higher the category of the ILS system permits the aircraft to operate and land in reduced visibility conditions and adverse weather conditions. The conditions with our current ILS Category I require a 200-foot ceiling and a half mile or 2,640-foot visibility whereas with the Special Category II the ceiling is reduced to 100-feet and visibility to 1,200 feet.

The project is complex and will encompass approximately twelve months from start to finish with involvement from multiple parties including the engineering firm, Airport staff, FAA engineering and tech ops staff as well as the company providing the equipment. Managing the interchanging components of the project will be critical in meeting the twelve month timeline.

The two contracts that the Airport is seeking to receive approvals for are:

1. A Task Authorization from Atkins North America Inc (Tampa, FL) to provide the engineering services necessary to complete the design through bidding phase in an amount not to exceed \$298,572. Atkins is under a CCNA contract with the Airport and can provide these services. LLIA has already received approvals from FDOT to enter into the contract with Atkins under the grant agreement.
2. A Reimbursable Agreement with the FAA to provide FAA engineering design review and construction oversight for LLIA's effort to establish Special Authorization Category II Approach (SA CAT II) on Runway 9 in an estimated amount of \$433,807.90 which is required to be prepaid at contract execution.

It is recommended that the City Commission authorize the appropriate City officials to enter into the task Authorization with Atkins North America Inc. in a not to exceed amount of \$298,572 to provide professional services to upgrade the Runway 9 ILS and Runway RVR. It is also recommended that the City Commission authorize the appropriate City officials to enter into the Reimbursable Agreement with the FAA in an estimated amount of \$433,807.90 subject to FDOT approval and to remit the same to the FAA. No appropriations are required to accommodate this request.